

MACHINE SERVICE BULLETIN #24

SUBJECT: Mechanism #1 and #2
Series Machines

DATE: December 7, 1925

TO ALL OFFICES:

It would be a difficult problem to convey the information contained herein to our servicemen, were we merely to use a description of the mechanism referred to. Therefore, to clarify this matter and reduce it to A B C form as nearly as possible, we have gone to considerable trouble and expense in preparing it in an illustrated form and using whatever description was necessary in connection with these sketches.

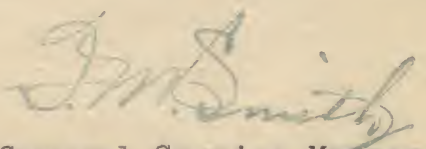
With the information at hand in this form, Servicemen and Sales Agents should experience no difficulty in assembling and adjusting the mechanism of the #1 and #2 series machines in the proper manner.

It is very important that those responsible for the upkeep of our machines familiarize themselves with the details of this mechanism, as quickly as possible.

We are also enclosing a temporary parts and assembly list which will assist our representatives in ordering material by their correct part and assembly numbers. Later, we will send out a supplement to our regular K Model Parts Catalogue and Price List, which will illustrate and describe the various parts and assemblies making up this mechanism, together with their respective prices.

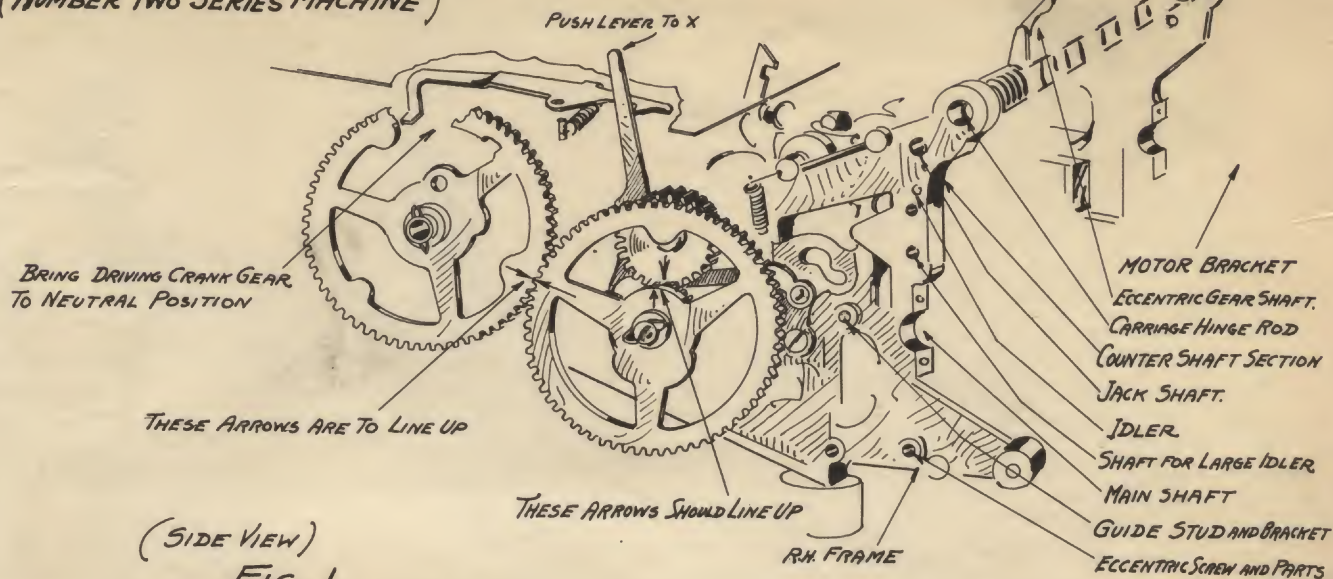
Each Agency receiving this booklet is held responsible for it, and we would request an acknowledgment from each Agency Manager, on the enclosed receipt card, which should be forwarded to this office without delay.

FMS:MEW


General Service Manager

HOW TO ASSEMBLE THE COUNTING DIAL MECHANISM (NUMBER TWO SERIES MACHINE)

SERIES II PLATE I



(SIDE VIEW)
FIG. 1

SHOWING MACHINE STRIPPED FOR REASSEMBLING

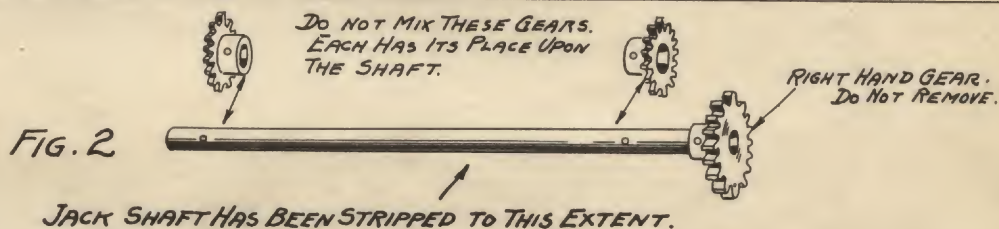


FIG. 2

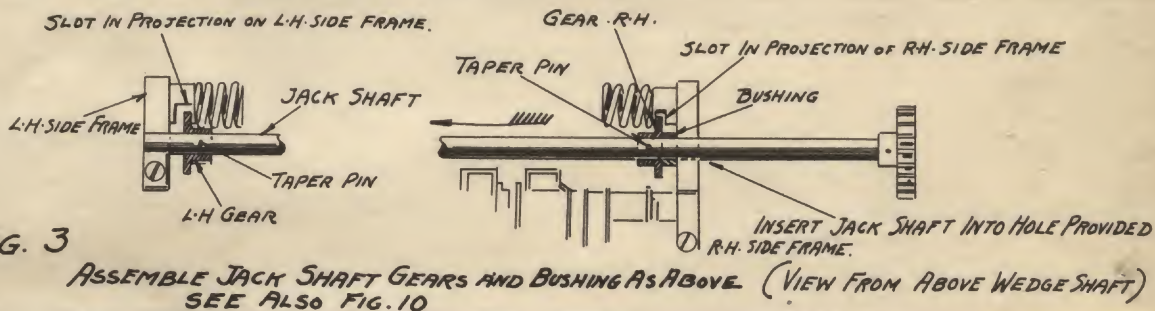


FIG. 3

ASSEMBLE JACK SHAFT GEARS AND BUSHING AS ABOVE. (VIEW FROM ABOVE WEDGE SHAFT)
SEE ALSO FIG. 10

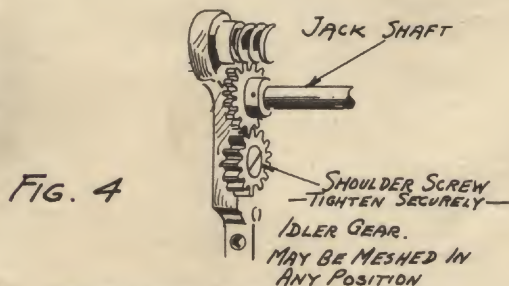


FIG. 4

ASSEMBLE IDLER AS SHOWN.
(VIEW OF INNER FACE OF R.H. SIDE FRAME, REAR.)

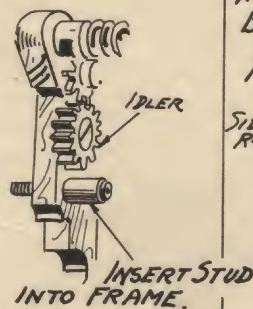
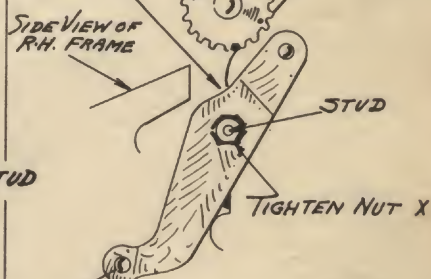


FIG. 5

SAME VIEW AS FIG. 4

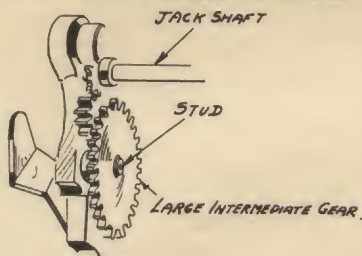
INSTALL RIGHT HAND COUNTERSHAFT BRACKET.

FIG. 6



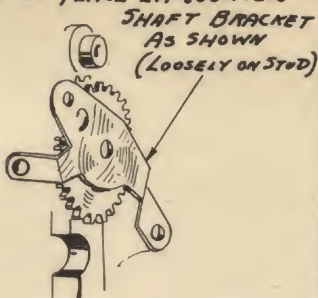
BESURE THIS HOLE LINES UP WITH HOLE IN SIDE FRAME BEFORE TIGHTENING NUT. X.

FIG. 7 PLACE GEAR ON STUD



(INNER VIEW OF R.H. SIDE FRAME)

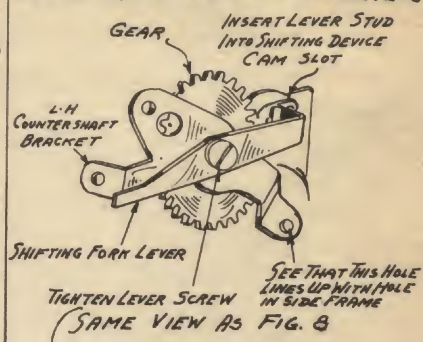
FIG. 8 PLACE L.H. COUNTER SHAFT BRACKET AS SHOWN (LOOSELY ON STUD)



SAME VIEW AS FIG. 7

SER II PLATE 2

FIG. 9-ASSEMBLE BRACKET AND LEVER



(SAME VIEW AS FIG. 8)

FIG. 10 TIMING JACK SHAFT.

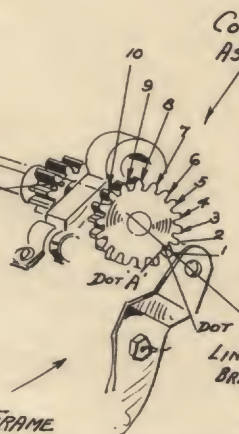
AFTER JACK SHAFT IS PROPERLY LOCATED - JAM A WOODEN WEDGE IN HERE - BETWEEN GEAR AND CHECK PAWL TO KEEP SHAFT FROM MOVING



DOT 'C'

IF DOTS 'C' AND 'B' DO NOT LINE UP OR ARE NOT IN POSITION SHOWN IN RELATION TO DOT 'A' - GEARS HAVE BEEN ASSEMBLED WRONG ON SHAFT

DOT 'B'



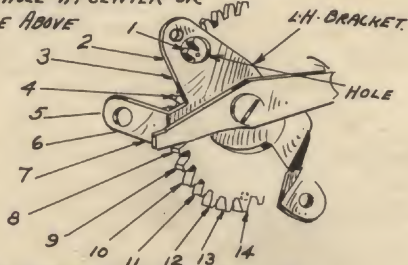
COUNT BACK TEN TEETH AND ASCERTAIN THAT SPOTTED TEETH OF GEARS LINE UP AS SHOWN

LINE THIS DOT UP WITH HOLE IN CENTER BRACKET AS SHOWN, OR A LITTLE BELOW

SIDE VIEW OF R.H. SIDE FRAME

FIG. 11 TIMING LARGE INTERMEDIATE GEAR.

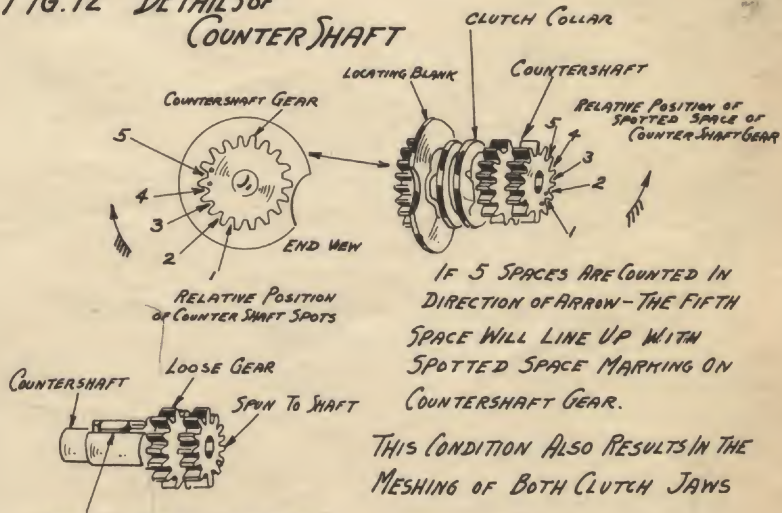
REVOLVE GEAR UNTIL SPOT CAN BE SEEN THROUGH HOLE AT CENTER OR A LITTLE ABOVE



IF 14 TEETH ARE COUNTED FROM THE SPOT IN HOLE - THE 14TH TOOTH WILL BE CORRECT FOR MESHING LATER. (SPOT WILL BE ON INSIDE FACE OF TOOTH)

SAME VIEW AS FIG. 9

FIG. 12 DETAILS OF COUNTER SHAFT



IF 5 SPACES ARE COUNTED IN DIRECTION OF ARROW - THE FIFTH SPACE WILL LINE UP WITH SPOTTED SPACE MARKING ON COUNTER SHAFT GEAR.

THIS CONDITION ALSO RESULTS IN THE MESHING OF BOTH CLUTCH JAWS

BE SURE THIS KEY IS IN PLACE WHEN ASSEMBLING CLUTCHES AND GEARS
IT IS VERY IMPORTANT THAT THE RELATION OF SPOTTED SPACES TO EACH OTHER BE MAINTAINED

FIG. 13 ASSEMBLING COUNTERSHAFT.

AFTER THE SPOTTED SPACES HAVE BEEN LOCATED ACCORDING TO FIG. 12 THEY SHOULD BE HELD IN THAT RELATION WHILE COUNTERSHAFT IS BEING INSERTED.

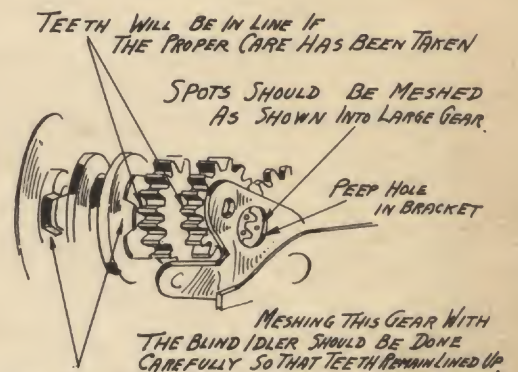
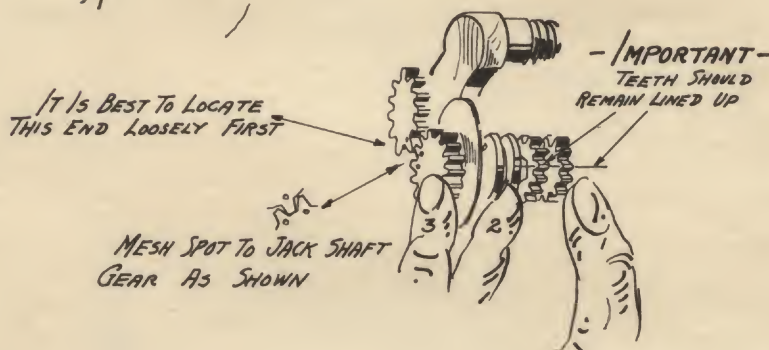


HOLD IN LEFT HAND AS SHOWN - PRESSING CLUTCH COLLAR AND GEARS BETWEEN THUMB (1) AND FOREFINGER (2). WITH FINGER (3) HOLD THE LOCATING CAM, TO WHICH THE GEAR IS RIVETED, IN ITS PROPER RELATION.

- IMPORTANT -

THE TEETH OF THE TWO RIGHT HAND GEARS SHOULD BE IN LINE. THE KEY SHOULD BE AT TOP. CLUTCH JAWS SHOULD MESH WITH CENTER GEAR.

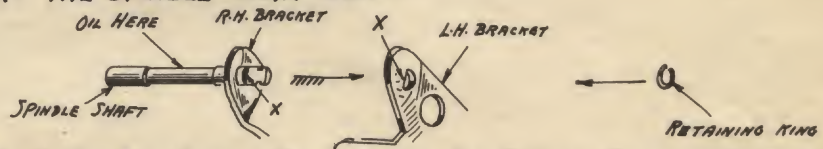
HOLD THESE PARTS FIRMLY IN PLACE WHILE INSERTING.



CLUTCH JAWS WILL BE IN LINE IF UNIT HAS BEEN PROPERLY INSERTED.

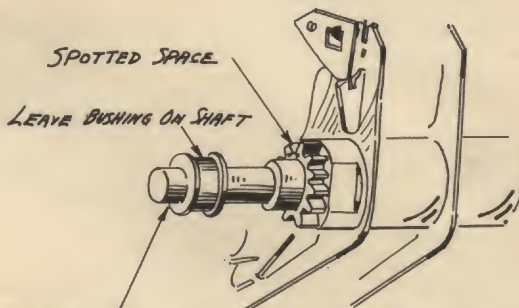
NOTE - IF GEAR HAS NOT BEEN PROPERLY MESHED WITH BLIND IDLER - CLUTCH WILL NOT ENGAGE PROPERLY WHEN OTHER UNITS ARE ADDED.

FIG. 14 INSERT THE SPINDLE GEAR SHAFT



WHEN UNITS OF FIG. 13 HAVE BEEN PROPERLY MESHED, INSERT THE SPINDLE ACCORDING TO FLAT AT X AND PRESS ON THE RETAINING RING. CRIMP RING SECURELY WITH PLIERS.

FIG. 15 MAIN CARRYING SHAFT



NOTE THAT SHAFT IS STRIPPED OF CAM AND MAIN DRIVING GEAR.

FIG. 16 INSERT MAIN CARRYING SHAFT

NOTE - THE WEDGE MENTIONED IN FIG. 10 IS STILL IN PLACE

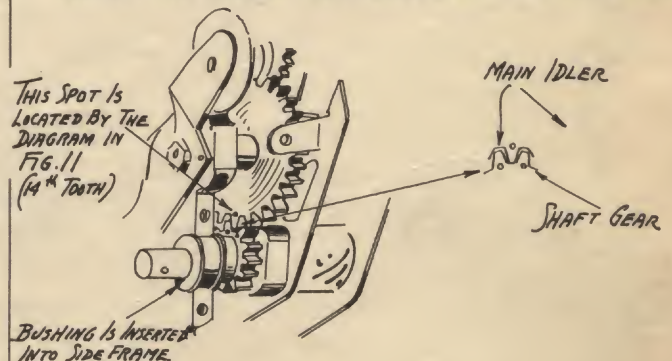
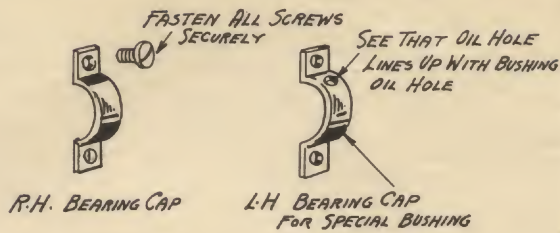


FIG. 17 FASTEN MAIN SHAFT



WEDGE MENTIONED IN FIG. 10 IS STILL IN PLACE

SER II PLATE 4

FIG. 18 ASSEMBLE MOTOR BRACKET

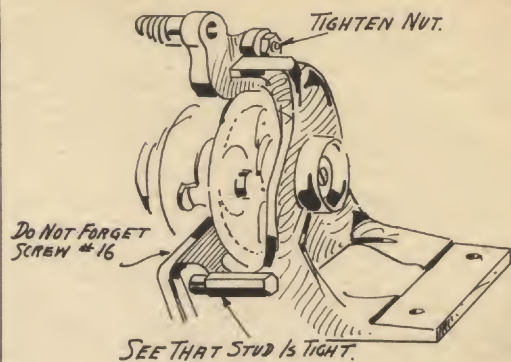


FIG. 19 ASSEMBLE OIL TUBE



FIG. 20 ECCENTRIC GEAR SHAFT SECTION

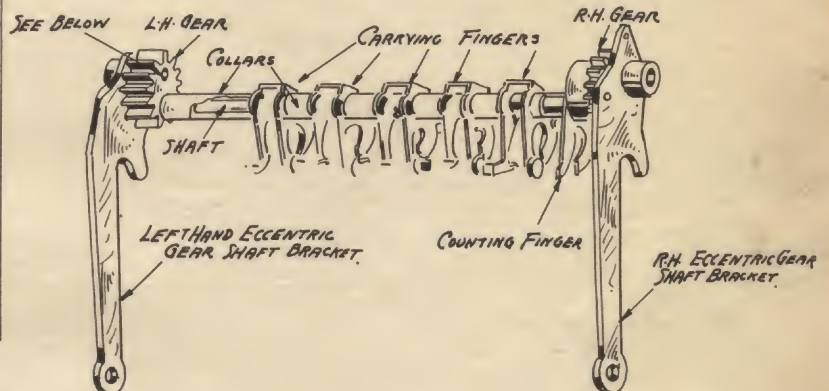


FIG. 21

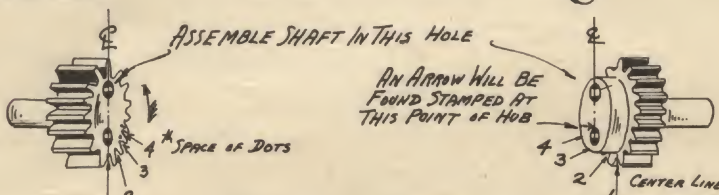
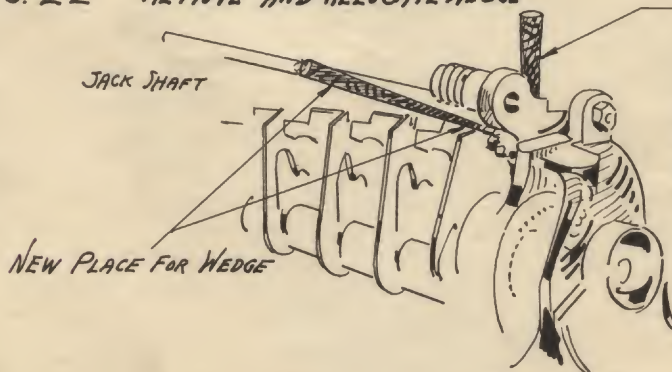


FIG. 21 IS DRAWN TO SHOW PROPER ASSEMBLY OF SHAFT IF IT SHOULD BE DISTURBED
VERIFY YOUR SPOTS AND ARROWS WITH THE ABOVE DIAGRAM
— THEY MAY BE WRONG

FIG. 22 REMOVE AND RELOCATE WEDGE



THIS WEDGE WHICH WAS INSERTED AT FIG. 10 WILL NOW INTERFERE.
IT MUST BE REMOVED — HOWEVER IF THE MAIN SHAFT IS ALLOWED TO MOVE IT WILL DESTROY THE TIMING POINTS; THEREFORE HOLD IT FROM MOVING AND INSERT THE WEDGE (WHICH SHOULD BE OF WOOD) BETWEEN SUPPORT ROD — JACK SHAFT AND MAIN SHAFT AS SHOWN.

FIG. 23 SHOWING POSITION OF ARMS.

SER II PLATE 5

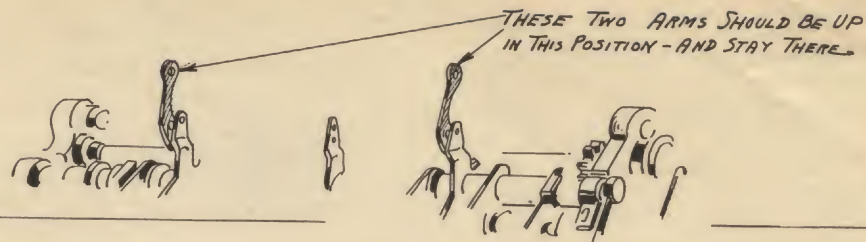


FIG 24

HOLD SECTION AS SHOWN BEFORE INSERTING.

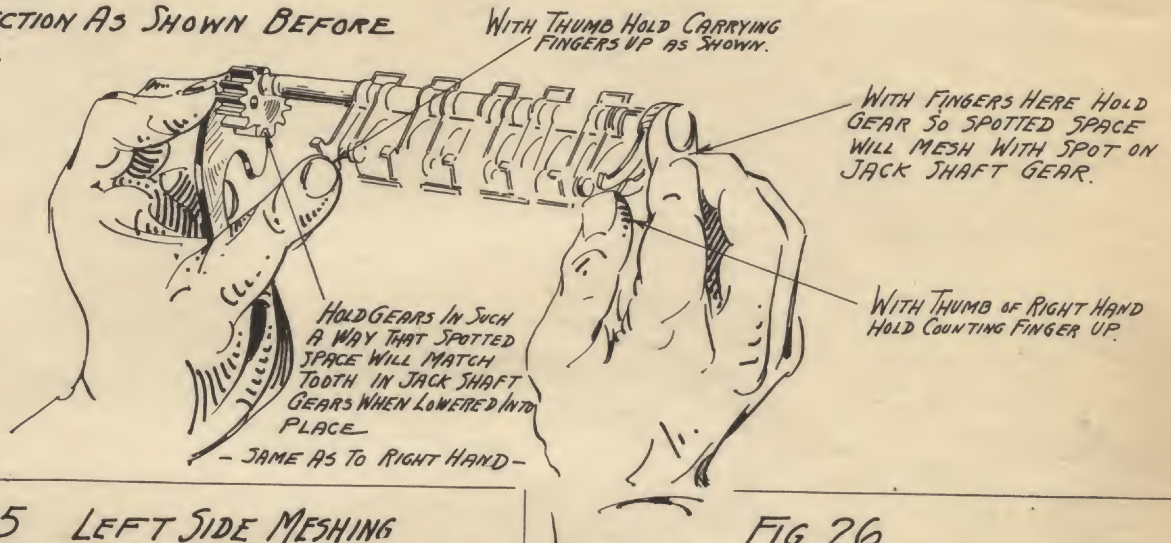
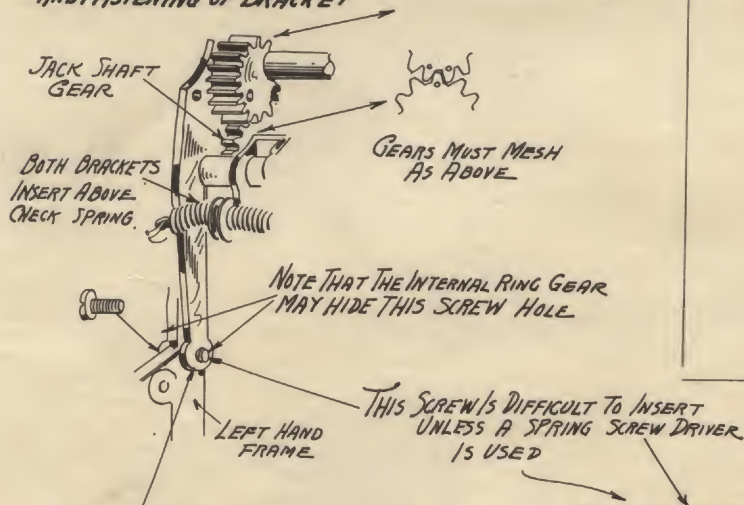


FIG. 25 LEFT SIDE MESHING AND FASTENING OF BRACKET



IT IS GOOD PRACTICE AFTER THESE GEARS ARE PROPERLY MESHED TO INSERT THIS SCREW BEFORE MESHING OTHER GEAR ON RIGHT END. THIS WILL INSURE HOLDING POSITION WHILE RIGHT END SPOTTED TOOTH ON JACK SHAFT GEAR IS MESHED WITH ARROW ON RIGHT HAND GEAR ON ECCENTRIC SHAFT.

THE BRACKET SHOULD ALSO BE HELD AGAINST THE SIDE FRAME WHILE INSERTING SCREW. BE SURE THAT THIS SCREW IS IN SECURELY.

FIG. 26

REPLACING GUIDE FOR CLUTCH YOKE

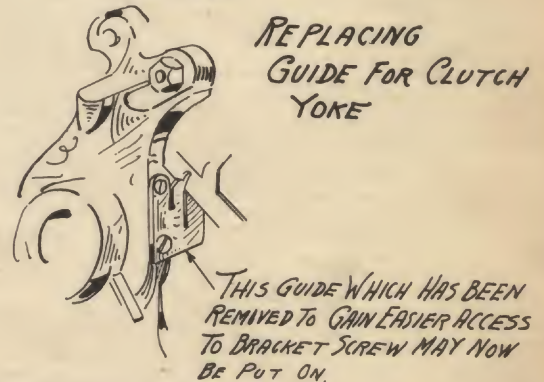


FIG. 27 RIGHT SIDE MESHING

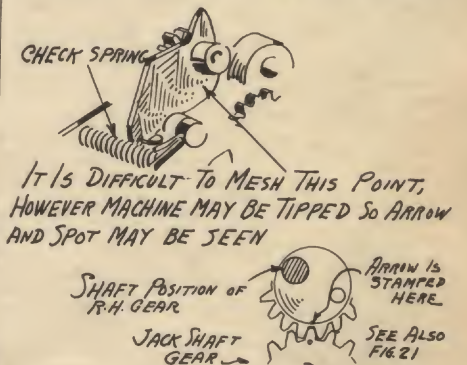
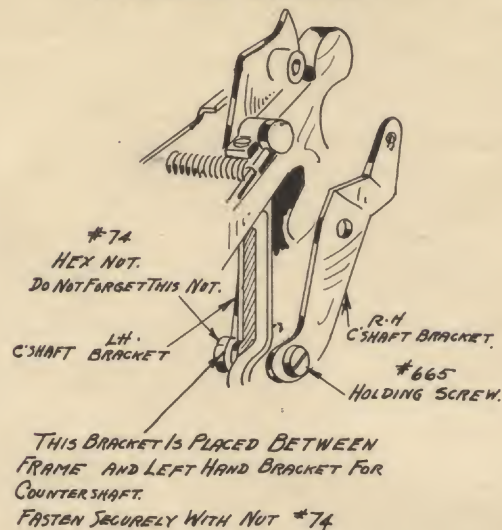


FIG. 28
FASTENING BRACKET



SER II PLATE 6

FIG. 29

ASSEMBLE CAM AND PLACE ROLL.

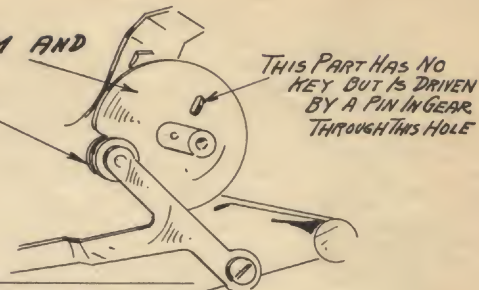


FIG. 30 ASSEMBLE MAIN DRIVING GEAR.

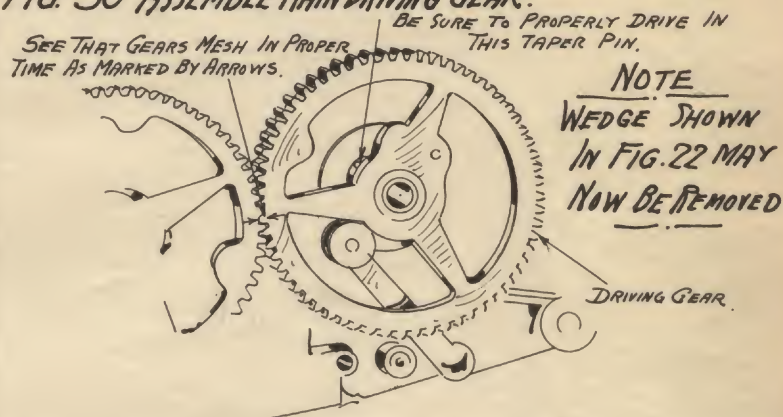
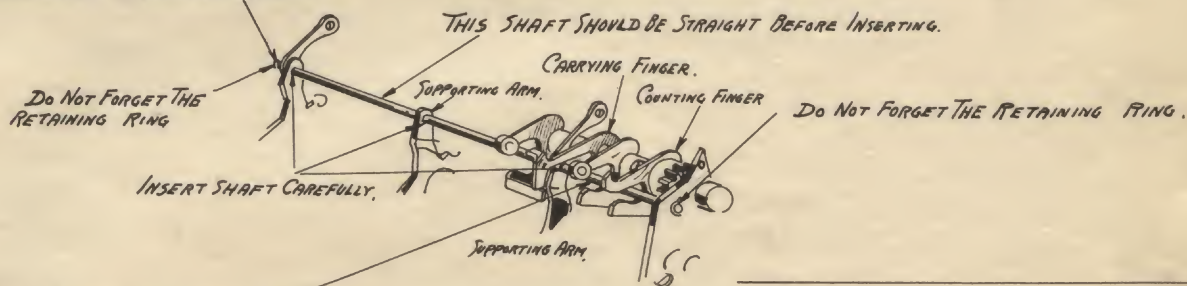


FIG. 31
ASSEMBLE CAMMING SHAFT



NOTE POSITION OF SHAFT BETWEEN ARMS OF FINGERS

FIG. 32
ASSEMBLE SPRING SHAFT

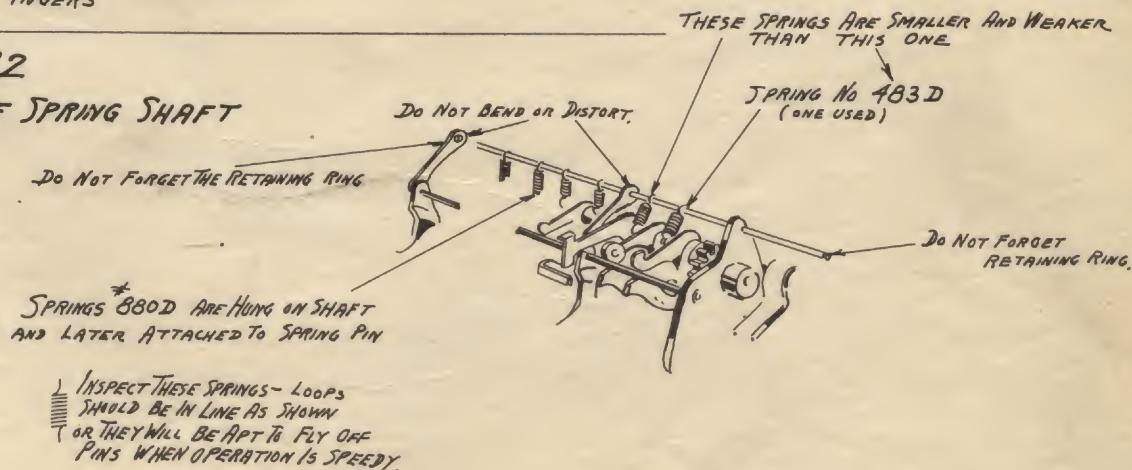
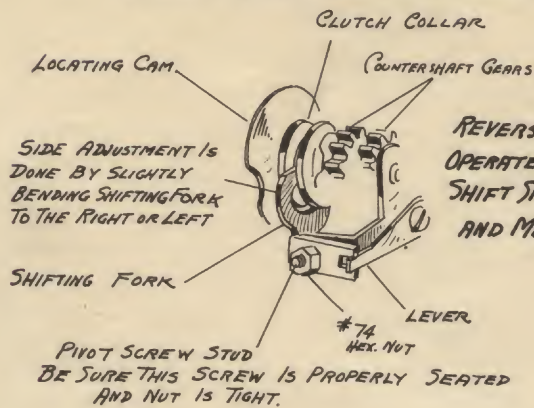


FIG 33

ASSEMBLE SHIFTING FORK



—NOTE—
REVERSE LEVER SHOULD BE OPERATED TO SEE THAT CLUTCH JAWS SHIFT SMOOTHLY—RIGHT AND LEFT AND MESH PROPERLY.

FIG.34

ADJUST AND SEAT THIS ROLL PROPERLY

ASSEMBLE AND ADJUST LOCATING ARM

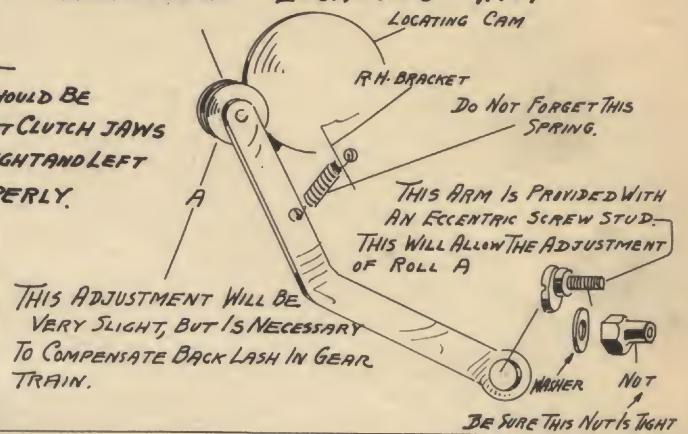
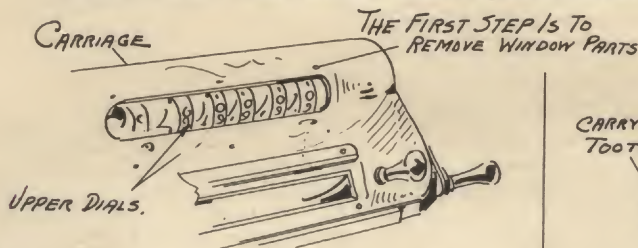


FIG.35

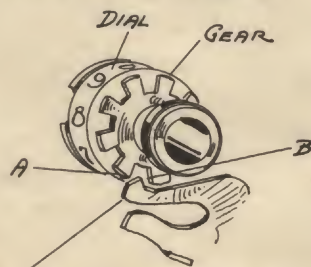
ADJUSTING COUNTING FINGER AND CARRYING FINGERS WITH UPPER DIALS



—NOTE—
THERE SHOULD BE NO SIDE MOTION TO THE UPPER DIAL SHAFT.

FIG.37

ADJUSTING COUNTING FINGER



COUNTING FINGER TOOTH SHOULD ENTER FREELY INTO NOTCH.—SAME CLEARANCE AT 'A' AS AT 'B' ALSO IT SHOULD HAVE A FULL HOLD SIDE WISE.

FIG.36 ADJUSTMENT OF TEETH.

—IMPORTANT—
CAMMING SHAFT MUST BE STRAIGHT.

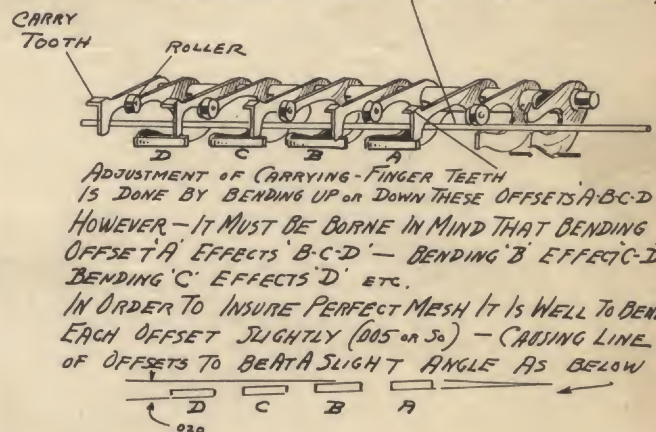
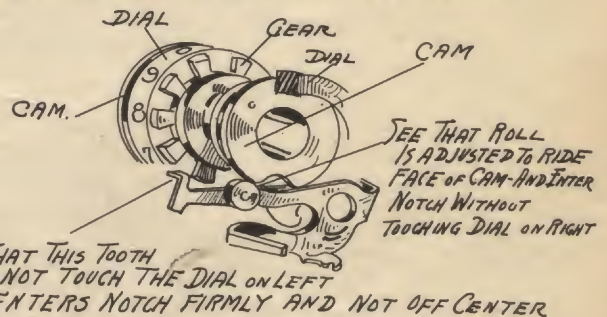


FIG.38

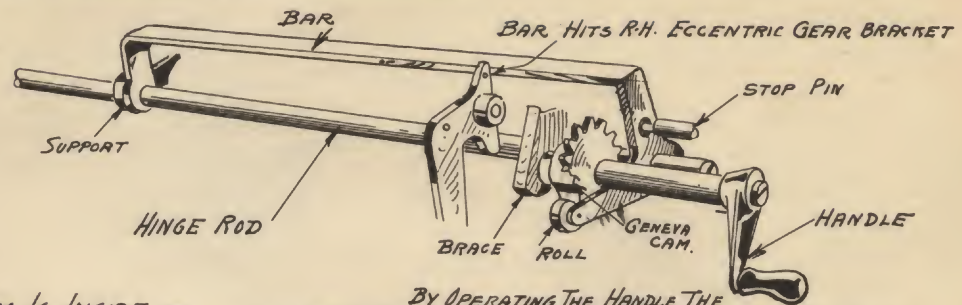
ADJUSTING CARRYING FINGER TOOTH



REPLACE WINDOW PARTS

FIG. 39
DETAILS OF CARRIAGE LIFT MECHANISM

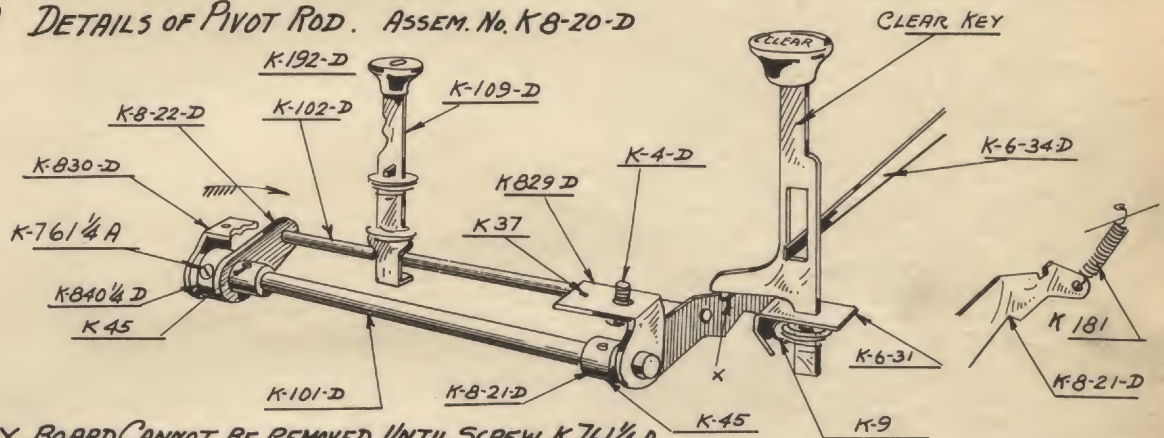
SER I AND II PLATE 8



THIS MECHANISM IS INSIDE OF
CARRIAGE SHELL.

BY OPERATING THE HANDLE THE
ROLL RIDES THE CAM. THIS CAUSES CARRIAGE TO RISE AND
CLEAR THE LOWER DIALS

FIG. 40 DETAILS OF PIVOT ROD. ASSEM. No. K8-20-D



NOTE. KEY BOARD CANNOT BE REMOVED UNTIL SCREW K 76 1/4 A
IS LOOSENED-ALLOWING PIVOT ROD TO DISENGAGE CLEAR OUT KEY AT 'X'

FIG. 41 DETAILS OF ADJUSTMENTS
FOR MESHING CARRIAGE

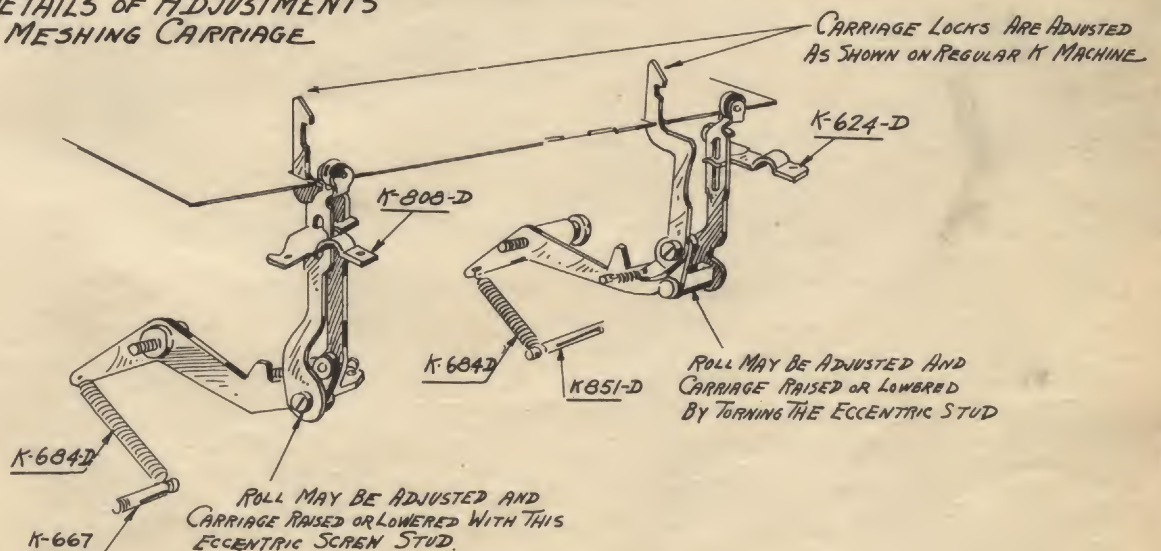
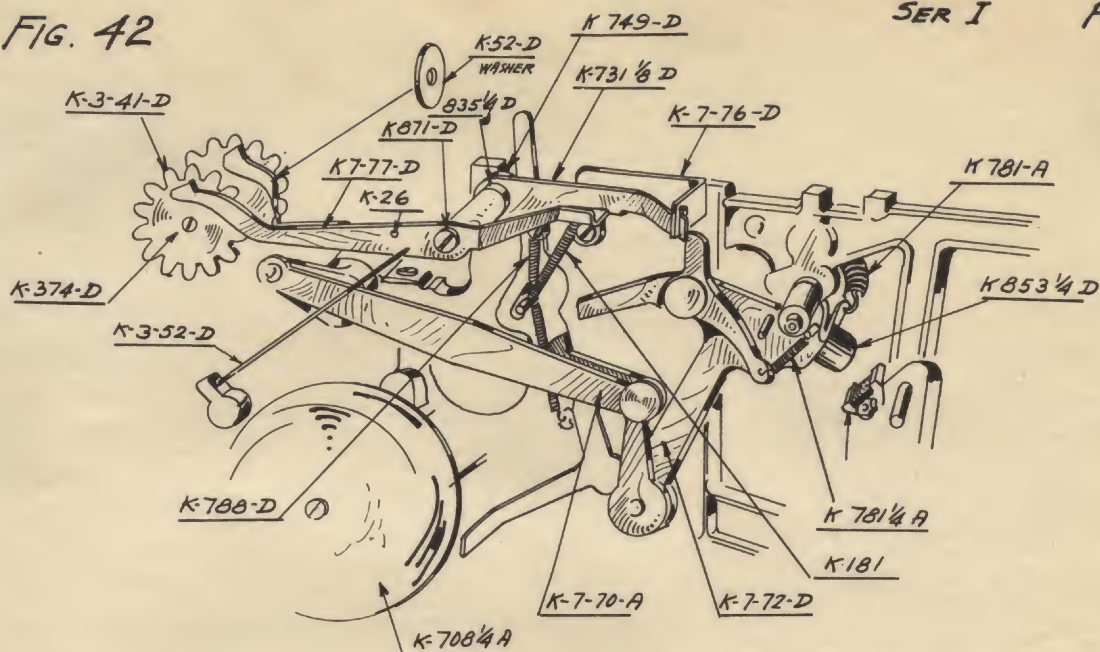


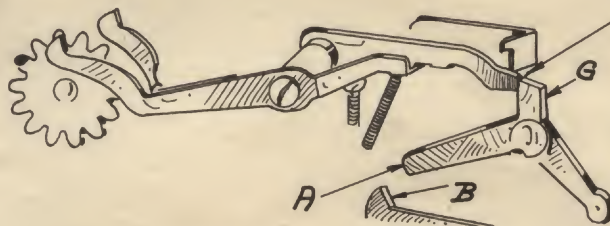
FIG. 42

SER I PLATE 9



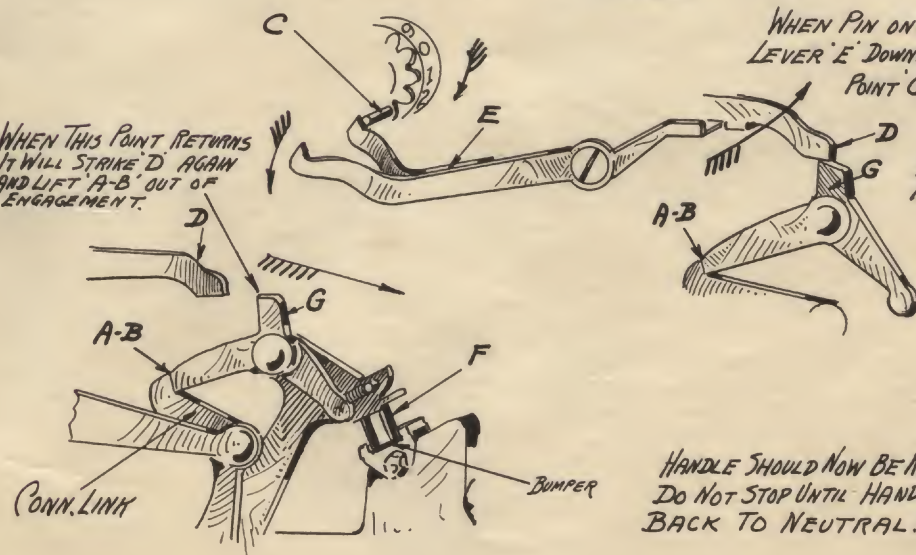
DETAILS OF NEW NUMBERS ASSIGNED TO NEW LOCKING DEVICE ON 'I' SERIES MACHINES - AND METHOD OF OPERATION.

WHILE IN NEUTRAL POSITION, TRIP LEVER ENGAGES STOP LATCH AND HOLDS POINT A AWAY FROM SURFACE B.



WHEN PIN ON LOWER DIAL REVOLVES IT PRESSES LEVER 'E' DOWNWARD, CAUSES POINT 'D' TO RISE, DISENGAGING POINT 'G' AND ALLOWING SURFACES 'A-B' TO ENGAGE — BELL RINGS — AND MACHINE LOCKS. (POINTS 'A-B' BEING ENGAGED, THE STUD 'F' IS THROWN AGAINST THE BUMPER)

WHEN THIS POINT RETURNS IT WILL STRIKE 'D' AGAIN AND LIFT 'A-B' OUT OF ENGAGEMENT.



HANDLE SHOULD NOW BE REVERSED A FULL TURN — BELL RINGS — DO NOT STOP UNTIL HANDLE LOCKS. THEN BRING HANDLE BACK TO NEUTRAL (ARROW ON KEYBOARD).

PARTS LIST FOR #1 AND #2 SERIES
MACHINES-HAND AND AUTOMATIC

K1-D	Screw for window frames.
K4-D	Screw in keyboard for brackets for zero setting mechanisms.
K22-D	Rivet for counting dial clearing gear.
K22 $\frac{1}{4}$ -D	Rivet for registering dial clearing gear.
K44-D	Taper pin for cam on L.H. end of registering dial shaft.
K52-D	Washer for extra-carrying place gear assembly.
K-054-D	Washer for check pawl in #1 hand model.
K72-D	Nut for carriage bushing, used on L.H. trip rod, and registering dial shaft bushings.

KEYBOARD SECTION ASSEMBLIES.

K1-100-D	Keyboard. - Complete. (For #2 model, 16 pl.)			
K1-0100-D	"	"	("	#1 " " ")
K1-100-DA	"	"	("	#2A " " ")
K1-0100-DA	"	"	("	#1A " " ")
K1-100 $\frac{1}{2}$ -D	"	"	("	#2 " 20 ")
K1-0100 $\frac{1}{2}$ -D	"	"	("	#1 " " ")
K1-100 $\frac{1}{2}$ -DA	"	"	("	#2A " " ")
K1-0100 $\frac{1}{2}$ -DA	"	"	("	#1A " " ")
K1-100 $\frac{3}{4}$ -D	"	"	("	#2 " 12 ")
K1-0100 $\frac{3}{4}$ -D	"	"	("	#1 " " ")
K1-100 $\frac{3}{4}$ -DA	"	"	("	#2A " " ")
K1-0100 $\frac{3}{4}$ -DA	"	"	("	#1A " " ")
K1-10-D	Top keyboard plate and connections.			
			(For #2 model, 16 pl.)	
K1-010-D	"	"	("	#1 " " ")
K1-10-DA	"	"	("	#2A " " ")
K1-010-DA	"	"	("	#1A " " ")
K1-10 $\frac{1}{2}$ -D	"	"	("	#2 " 20 ")
K1-010 $\frac{1}{2}$ -D	"	"	("	#1 " " ")
K1-10 $\frac{1}{2}$ -DA	"	"	("	#2A " " ")
K1-010 $\frac{1}{2}$ -DA	"	"	("	#1A " " ")
K1-10 $\frac{3}{4}$ -D	"	"	("	#2 " 12 ")
K1-010 $\frac{3}{4}$ -D	"	"	("	#1 " " ")
K1-10 $\frac{3}{4}$ -DA	"	"	("	#2A " " ")
K1-010 $\frac{3}{4}$ -DA	"	"	("	#1A " " ")

KEYBOARD SECTION. PARTS.

K101-D	Pivot rod for operating arms for zero mechanism. (16 place.)
K101 $\frac{1}{4}$ -D	" " " " (20 ")
K101 $\frac{3}{4}$ -D	" " " " (12 ")
K102-D	Zero key operating bar. (16 ")
K102 $\frac{1}{2}$ -D	" " " " (20 ")
K102 $\frac{3}{4}$ -D	" " " " (12 ")
K109-D	Zero keystem.
K180-D	Spring for KD zero keys.
K192-D	Zero key button.

INTERMEDIATE GEAR SHAFT SECTION. ASSEMBLIES.

K3-100-D	Intermediate gear shaft. Complete. (For #2 and #2A models, 16 pl.)
K3-0100-D	" (" #1 " #1A " " ")
K3-100 $\frac{1}{2}$ -D	" (" #2 " #2A " 20 ")
K3-0100 $\frac{1}{2}$ -D	" (" #1 " #1A " " ")
K3-100 $\frac{3}{4}$ -D	" (" #2 " #2A " 12 ")
K3-0100 $\frac{3}{4}$ -D	" (" #1 " #1A " " ")
K3-0-D	Intermediate gears, collars and shaft. (16 pl.)
K3-0 $\frac{1}{2}$ -D	" " " " (20 ")
K3-0 $\frac{3}{4}$ -D	" " " " (12 ")
K3-10-D	Support arm for check spring and camming shaft for carrying fingers. (For #2 and #2A models.)
K3-10 $\frac{1}{4}$ -D	Check spring support arm and extension. (For #2 and #2A models.)
K3-41-D	Extra-carrying place gear assembly.
K3-52-D	Bell hammer and arm.

INTERMEDIATE GEAR SHAFT SECTION. PARTS.

K300-D	Intermediate gear shaft and assembled collar. (16 place.)
K300 $\frac{1}{2}$ -D	" " " " (20 ")
K300 $\frac{3}{4}$ -D	" " " " (12 ")
K301-D	Support rod for check spring and carrying mechanism. (16 place.)
K301 $\frac{1}{2}$ -D	" " " " " (20 ")
K301 $\frac{3}{4}$ -D	" " " " " (12 ")
K335-D	R.H. KD intermediate gear collar.
K350-D	Positioning pin for K300-D.
K355-D	Spring stud in KD carrying fingers and counting finger. (For #2 and #2A models.)
K374-D	Screw stud for extra-carrying place gear assembly.

CARRYING SHAFT SECTION. ASSEMBLIES.

K4-100-D	Carrying shaft. Complete.	(For#2 model, 16 pl.)
K4-0100-D	" "	(" #1 " " ")
K4-100-DA	" "	(" #2A " " ")
K4-0100-DA	" "	(" #1A " " ")
K4-100 $\frac{1}{2}$ -D	" "	(" #2 " 20 ")
K4-0100 $\frac{1}{2}$ -D	" "	(" #1 " " ")
K4-100 $\frac{1}{2}$ -DA	" "	(" #2A " " ")
K4-0100 $\frac{1}{2}$ -DA	" "	(" #1A " " ")
K4-100 $\frac{3}{4}$ -D	" "	(" #2 " 12 ")
K4-0100 $\frac{3}{4}$ -D	" "	(" #1 " " ")
K4-100 $\frac{3}{4}$ -DA	" "	(" #2A " " ")
K4-0100 $\frac{3}{4}$ -DA	" "	(" #1A " " ")
K4-5-D	Counting finger.	(For#2 and #2A models.)
K4-20-D	Carrying shaft driving gear.	(For#2 and#2A models.)
K4-020-D	" " "	(" #1 " #1A ")

CARRYING SHAFT SECTION. PARTS.

K400-D	Carrying shaft and assembled collar.	(For#2 and#2A models, 16 place.)
K400 $\frac{1}{2}$ -D	" (" #2 " #2A " 20 ")	
K400 $\frac{3}{4}$ -D	" (" #2 " #2A " 12 ")	
K418-D	Machine locating cam.	(For#2 and#2A models.)
K-0418-D	" " " (" #1 " #1A ")	
K424-D	Washer for check pawl operating arm.	(For#2 model.)
K429-D	Check wheel. (For#2 model.)	
K430-D	Check pawl operating arm. (For#2 model.)	
K439-D	Hub for K424-D, K429-D, K430-D.	(For#2 and#2A models.)
K481-D	Friction spring for K430-D.	
K483-D	Spring for counting finger.	

CARRIAGE SECTION. ASSEMBLIES

K5-100-D	Carriage. Complete.	(For#2 and#2A models, 16 place.)
K5-0100-D	" (" #1 " #1A " " ")	
K5-100 $\frac{1}{2}$ -D	" (" #2 " #2A " 20 ")	
K5-0100 $\frac{1}{2}$ -D	" (" #1 " #1A " " ")	
K5-100 $\frac{3}{4}$ -D	" (" #2 " #2A " 12 ")	
K5-0100 $\frac{3}{4}$ -D	" (" #1 " #1A " " ")	
K5-14-D	Carriage case and riveted parts.	(For#2 and#2A models, 16 place.)
K5-014-D	" (" #1 " #1A " " ")	
K5-14 $\frac{1}{2}$ -D	" (" #2 " #2A " 20 ")	
K5-014 $\frac{1}{2}$ -D	" (" #1 " #1A " " ")	
K5-14 $\frac{3}{4}$ -D	" (" #2 " #2A " 12 ")	
K5-014 $\frac{3}{4}$ -D	" (" #1 " #1A " " ")	

K5-16-D	Counting dial window frame and pointer rod. (16 place.)
K5-16 $\frac{1}{2}$ -D	" " " " " (20 ")
K5-16 $\frac{3}{4}$ -D	" " " " " (12 ")
K5-18-D	Registering dial window frame and pointer rod. (16 place.)
K5-18 $\frac{1}{2}$ -D	" " " " " (20 ")
K5-18 $\frac{3}{4}$ -D	" " " " " (12 ")
K5-20-D	Registering dial shaft. Complete. (For#2 and#2A models, 16 pl.)
K5-020-D	" (" #1 " #1A " " ")
K5-20 $\frac{1}{2}$ -D	" (" #2 " #2A " 20 ")
K5-020 $\frac{1}{2}$ -D	" (" #1 " #1A " " ")
K5-20 $\frac{3}{4}$ -D	" (" #2 " #2A " 12 ")
K5-020 $\frac{3}{4}$ -D	" (" #1 " #1A " " ")
K5-30-D	Counting dial shaft. Complete. (For#2 and#2A models, 16 pl.)
K5-030-D	" " (" #1 " #1A " " ")
K5-30 $\frac{1}{2}$ -D	" " (" #2 " #2A " 20 ")
K5-030 $\frac{1}{2}$ -D	" " (" #1 " #1A " " ")
K5-30 $\frac{3}{4}$ -D	" " (" #2 " #2A " 12 ")
K5-030 $\frac{3}{4}$ -D	" " (" #1 " #1A " " ")
K5-34-D	Counting dial. (For#2 and#2A models.)
K5-35-D	Locking finger for dial shafts. (For#2 and#2A models.)
K5-40-D	Trip bar. (For#2 and#2A models, 16 pl.)
K5-40 $\frac{1}{2}$ -D	" " (" #2 " #2A " 20 ")
K5-40 $\frac{3}{4}$ -D	" " (" #2 " #2A " 12 ")
K5-43-D	Trip bar operating lever and stud. (For#2 and#2A models.)
K5-50-D	Carriage lift bar and roller. (For#2 and#2A models, 16 pl.)
K5-050-D	Carriage lift cam shaft. Complete. (For#1 and#1A models, 16 pl.)
K5-50 $\frac{1}{2}$ -D	Carriage lift bar and roller. (For#2 and#2A models, 20 pl.)
K5-050 $\frac{1}{2}$ -D	Carriage lift cam shaft. Complete. (For#1 and#1A models, 20 pl.)
K5-50 $\frac{3}{4}$ -D	Carriage lift bar and roller. (For#2 and#2A models, 12 pl.)
K5-050 $\frac{3}{4}$ -D	Carriage lift cam shaft. Complete. (For#1 and#1A models, 12 pl.)
K5-51-D	Registering dial clearing gear. (For#2 and#2A models.)
K5-051-D	" " (" #1 " #1A " ")
K5-82-D	Counting dial clearing gear.
K5-85-D	Carriage lift knob.

CARRIAGE SECTION. PARTS.

K500-D	Registering dial shaft and first collar. (16 place.)
K500 $\frac{1}{4}$ -D	Clearing crank shaft.
K500 $\frac{1}{2}$ -D	Registering dial shaft and first collar. (20 place.)
K500 $\frac{3}{4}$ -D	" " " " (12 " .)
K501-D	Counting dial shaft and first collar. (16 place.)
K501 $\frac{1}{2}$ -D	" " " " " (20 ")
K501 $\frac{3}{4}$ -D	" " " " " (12 ")
K507-D	Support bracket for registering dial shaft. (For #2 and #2A models, 16 and 20 place.)
K535-D	Cam on dial shafts for operating trip lever. (For #2 and #2A models.)
K535 $\frac{1}{4}$ -D	Bushing for carriage crank shaft.
K536 $\frac{1}{4}$ -D	Bushing for dial shafts and trip rod.
K537 $\frac{1}{4}$ -D	Counting dial collar. (For #2 and #2A models.)
K542 $\frac{1}{4}$ -D	Operating gear for over-carry trip lever.
K553-D	Counting dial plunger pin. (For #2 and #2A models.)
K557-D	Rivet stud for dial pointer bars.
K560-D	Stud for locating trip rod positioning fingers. (For #2 and #2A models.)
K586-D	Plunger spring for counting dials. (For #2 and #2A models.)
K588-D	R. H. carriage bumper spring. (For #2 and #2A models.)
K589-D	L. H. " " " "
K-0589-D	" " " (For #1 and #1A models.) Used on hinge rod on L. H. side of the L. H. Casting.

SECTION FOR SIDE FRAMES AND CONNECTIONS. ASSEMBLIES.

K6-0-D	R.H. side frame. Complete.
K6-3-D	Machine locator arm and roller. (For #2 and #2A models.)
K6-03-D	" " (" #1 " #1A ")
K6-10-D	L.H. side frame. Complete.
K6-30-D	Repeat, non-repeat, release keys, bracket, etc. Complete. (For #1 and #2 models.)
K6-30-DA	" " " (" #1A " #2A ")
K6-34-D	Keyboard clearing lever and stud. (For #2 model.)
K6-50-D	L.H. carriage lock. Complete.
K6-52-D	R.H. " " "
K6-60-D	Cover case. Complete. (For #1 and #2 models, 16 place.)
K6-60-DA	" " " (" #1A " #2A " " " ")
K6-60 $\frac{1}{2}$ -D	" " " (" #1 " #2 " 20 ")
K6-60 $\frac{1}{2}$ -DA	" " " (" #1A " #2A " " " ")
K6-60 $\frac{3}{4}$ -D	" " " (" #1 " #2 " 12 ")
K6-60 $\frac{3}{4}$ -DA	" " " (" #1A " #2A " " " ")
K6-61-D	Bottom pan. (" #1 " #2 " 16 ")
K6-61 $\frac{1}{2}$ -D	" " (" #1 " #2 " 20 ")
K6-61 $\frac{3}{4}$ -D	" " (" #1 " #2 " 12 ")

SECTION FOR SIDE FRAMES AND CONNECTIONS. PARTS.

K618-D	Check pawl. (For #2 model.)
K618 $\frac{1}{4}$ -D	Clamping strip for front and rear linoleum linings. (16 pl.)
K618 $\frac{1}{2}$ -D	" " " " " " (20 ")
K618 $\frac{3}{4}$ -D	" " " " " " (12 ")
K620-D	L. H. carriage latch.
K620 $\frac{1}{4}$ -D	R. H. " "
K621-D	L. H. carriage lock lever.
K621 $\frac{1}{4}$ -D	R. H. " " "
K622-D	R. H. cap for K301-D.
K624-D	L. H. cap for K 300-D.
K628-D	Clearing keystem.
K635-D	Bushing for carrying shaft in L.H. side frame. (For #1 and #2 models.)
K636-D	Carriage hinge rod bushing.
K643-D	Carriage rest arm roll.
K644-D	Collar for machine locator arm.
K653-D	Spring stud for carriage locks.
K655 $\frac{1}{4}$ -D	Spring stud for over-carry trip lever.
K660 $\frac{1}{4}$ -D	Front L.H. supporting post for cover case.
K661 $\frac{1}{4}$ -D	" R.H. " " " " "
K662-D	Bearing stud for carriage rest roller.
K662 $\frac{1}{4}$ -D	Rear L.H. supporting post for cover case. (For #1 and #2 models.)
K662 $\frac{1}{2}$ -DA	" " " " (" #1A " #2A ")
K663 $\frac{1}{4}$ -D	" R.H. " " for cover case.
K670-D	Guide screw stud for check pawl. (For #2 model.)

K-0670-D	Guide screw stud for check pawl. (For #1 model.)
K684-D	Spring for carriage lock. (16 and 20 place.)
K684 $\frac{3}{4}$ -D	" " " " (12 place.)
K697-D	Linoleum lining for front of cover case. (16 pl.)
K697 $\frac{1}{2}$ -D	" " " " " " (20 ")
K697 $\frac{3}{4}$ -D	" " " " " " (12 ")
K698 $\frac{1}{4}$ -D	" " " rear " " (16 ")
K698 $\frac{1}{2}$ -D	" " " " " " (20 ")
K698 $\frac{3}{4}$ -D	" " " " " " (12 ")

DIVISION LOCK SECTION. ASSEMBLIES.

K7-72-D	Cycle stopping arm, latch, etc. (For #1 and #2 models.)
K7-72-DA	" " " " (" #1A " #2A ")
K7-76-D	Guide blank for flexible end of over-carry trip lever.
K7-77-D	Over-carry trip lever.

DIVISION LOCK SECTION. PARTS.

K731 $\frac{1}{8}$ -D	Flexible end for over-carry trip lever.
K749-D	Collar for K731 $\frac{1}{8}$ -D.

SECTION FOR REVERSING, CARRYING AND ZERO KEYS MECHANISMS. ASSEMBLIES.

K8-1-D	Countershaft, driving gear, etc. (For #2 and #2A models.)
K8-2-D	Jackshaft and gears. (For #2 and #2A models, 16 pl.)
K8-2 $\frac{1}{2}$ -D	" " " (" #2 " #2A " 20 ")
K8-2 $\frac{3}{4}$ -D	" " " (" #2 " #2A " 12 ")
K8-4-D	Lever for reverse mechanism shifter fork. (For #2 and #2A models.)
K8-5-D	Reverse key, link, and cam. (For #2 and #2A models.)
K8-7-D	Locator for reverse mechanism. (For #2 and #2A models.)
K8-11-D	Bracket for R.H. eccentric gear. (For #2 and #2A models.)
K8-12-D	Bracket for L.H. eccentric gear. (For #2 and #2A models.)
K8-13-D	Counting dial carrying finger. (For #2 and #2A models.)
K8-13 $\frac{1}{4}$ -D	First counting dial carrying finger. (For #2 and #2A models.)
K8-20-D	Operating arms, etc. for zero mechanism. (16 pl.)
K8-20 $\frac{1}{2}$ -D	" " " " " " (20 ")
K8-20 $\frac{3}{4}$ -D	" " " " " " (12 ")
K8-21-D	R.H. operating arm for zero mechanism.
K8-22-D	L.H. operating " " " "
K8-51-D	R.H. carriage rest arm and roller.
K8-51 $\frac{1}{4}$ -D	L.H. " " " " "
K8-53-D	Check pawl for K542 $\frac{1}{4}$ -D.

SECTION FOR REVERSING, CARRYING, AND ZERO KEYS MECHANISMS.
PARTS.

K800-D	Eccentric gear shaft. (For #2 and #2A models, 16pl.)
K800 $\frac{1}{2}$ -D	" " " (" #2 " #2A " 20")
K800 $\frac{3}{4}$ -D	" " " (" #2 " #2A " 12")
K801-D	Camming shaft for carrying fingers.
	(For #2 and #2A " 16pl.)
K801 $\frac{1}{2}$ -D	" " " " (" #2 " #2A " 20")
K801 $\frac{3}{4}$ -D	" " " " (" #2 " #2A " 12")
K804-D	Spindle for countershaft. (For #2 and #2A models.)
K805-D	Shifter fork for reverse mechanism.
	(For #2 and #2A models.)
K808-D	R.H. cap for K300-D
K809-D	Reverse key. (For #2 and #2A models.)
K810-D	Reverse link. (" " " " ")
K812-D	Reverse cam. (" " " " ")
K812 $\frac{1}{4}$ -D	Extension on K314-D to support K801-D.
	(For #2 and #2A models.)
K814-D	Carrying shaft pinion. (For #2 and #2A models.)
K817-D	R.H. bracket for countershaft.
	(For #2 and #2A models.)
K818-D	L.H. " " " (" " " " ")
K819-D	Support washer for K481-D. (For #2 model.)
K821-D	Cover case. Front plate. (16 place.)
K821 $\frac{1}{2}$ -D	" " " " (20 ")
K821 $\frac{3}{4}$ -D	" " " " (12 ")
K822-D	" " Rear " (16 ")
K822 $\frac{1}{2}$ -D	" " " " (20 ")
K822 $\frac{3}{4}$ -D	" " " " (12 ")
K823-D	" " R.H. side plate.
K824 $\frac{1}{4}$ -D	Dust cover for top of K6-62-D
K826-D	Lock lever for reverse key.
	(For #2 and #2A models.)
K829-D	R.H. bracket for zero key mechanism.
K830-D	L.H. " " " " " "
K833-D	Backing plate for counting dials window frame.
	(16 place.)
K833 $\frac{1}{2}$ -D	" " " " " (20 ")
K833 $\frac{3}{4}$ -D	" " " " " (12 ")
K834-D	" " " registering " (16 ")
K834 $\frac{1}{2}$ -D	" " " " " (20 ")
K834 $\frac{3}{4}$ -D	" " " " " (12 ")
K835-D	Spacing collar for R.H. jackshaft gear.
	(For #2 and #2A models.)
K835 $\frac{1}{4}$ -D	Bearing for over-carry trip lever.
K836-D	Spacing collar for K8-13-D
	(For #2 and #2A models.)

K830 $\frac{1}{4}$ -D	Bushing for over-carry trip lever.
K837-D	Collar on counting dial carrying finger. (For #2 and #2A models.)
K837 $\frac{1}{4}$ -D	L.H. end spacing collar for K8-13-D. (For #2 and #2A models.)
K838 $\frac{1}{4}$ -D	#10-30 nut for K670-D. (For #2 model.)
K839-D	Small idler gear. (For #2 and #2A models.)
K840-D	Jackshaft gear. (" " " " ")
K840 $\frac{1}{4}$ -D	Locating collar for zero key mechanism.
K842-D	Countershaft gear, outside of frame. (For #2 and #2A models.)
K842 $\frac{1}{4}$ -D	Spacing collar for check pawl. (For #2 model.)
K843-D	Bushing for eccentric gears. (For #2 and #2A models.)
K844-D	Intermediate gear for reverse mechanism. (For #2 and #2A models.)
K845-D	Clutch collar. (" " " " ")
K848-D	Stop nut for check pawl.
K849-D	Roller for carriage lift. (For #2 and #2A models.)
K850-D	Eccentric stud for R.H. carriage rest,
K850 $\frac{1}{4}$ -D	Spring stud for check pawl for K542 $\frac{1}{4}$ -D.
K851-D	Spring stud for L.H. carriage rest.
K851 $\frac{1}{4}$ -D	Binding screw for K8-12-D. (For #2 and #2A models.)
K852-D	Rivet for carrying counting dials. (For #2 and #2A models.)
K852 $\frac{1}{4}$ -D	Screw for K335-D.
K853 $\frac{1}{4}$ -D	Bumper stud for cycle stopping arm. (For #1 and #2 models.)
K853 $\frac{1}{4}$ -DA	" " " " (" #1A " #2A ")
K854-D	Eccentric stud for L.H. carriage rest.
K855-D	Rivet for carrying finger collar. (For #2 and #2A models.)
K856-D	Screw stud for small idler gear. (For #2 and #2A models.)
K857-D	Stud for reverse yoke and link. (For #2 and #2A models.)
K858-D	Camstud for yoke lever. (For " " " " ")
K859-D	Pivot screw stud for reverse cam. (For #2 and #2A models.)
K860-D	Screw stud for R.H. countershaft bracket and intermediate gear for reverse mechanism. (For #2 and #2A models.)
K861-D	Screw stud for yoke lever. (For #2 " " " ")
K862-D	L.H. eccentric gear. (" " " " ")
K863-D	R.H. " " (" " " " ")
K864-D	Insert for carriage. (" " " " ")
K865-D	Screw for machine locator cam arm.
K866-D	Pivot stud for trip bar. (For #2 and #2A models.)
K867-D	Pivot stud for carriage check pawl.

K868-D	Screw for trip bar. (For#2 and#2A models.)
K869-D	Pivot stud for trip bar operating lever. (For#2 and#2A models.)
K870-D	Key for countershaft. (" " " " ")
K871-D	Screw for over-carry trip lever.
K872-D	Adjusting screw for carriage shafts.
K872 $\frac{1}{4}$ -D	Adjusting screw for carriage trip bar. (For#2 and#2A models.)
K-0872 $\frac{1}{4}$ -D	Adjusting screw for carriage trip rod. (For#1 and#1A models.)
K873-D	Bearing stud for carriage lift roller. (For#2 and#2A models.)
K874-D	Guide stud for carriage lift roller. (For#2 and#2A models.)
K880-D	Spring for carrying fingers. (For#2 and#2A models.)
K881-D	Spring for check pawl for K542 $\frac{1}{4}$ -D.
K890-D	Carriage dial window glass. (16 place.)
K890 $\frac{1}{2}$ -D	" " " " (20 ")
K890 $\frac{3}{4}$ -D	" " " " (12 ")
K891-D	Felt dust strip for rear plate of cover case. (16 place.)
K891 $\frac{1}{2}$ -D	" " " " " " (20 ")
K891 $\frac{3}{4}$ -D	" " " " " " (12 ")

SUPPLEMENT TO THE ABOVE

K8-8-D	Locator arm and roller for reverse gears. (For#2 and#2A models.)
K8-9-D	Countershaft gear on outside of frame and locator cam for reverse gears. (For#2 and#2A models.)
K815 $\frac{1}{4}$ -D	Guide blank for locator arm for reverse gears (For#2 and#2A models.)
K830 $\frac{1}{4}$ -D	Locator cam for reverse gears. (For#2 and#2A models.)
K857 $\frac{1}{4}$ -D	Eccentric pivot stud for locator arm for reverse gears. (For#2 and#2A models.)
K883-D	Spring for locator arm for reverse gears. (For#2 and#2A models.)

* K8-7D - This assembly is omitted when the above mechanism is used.